

No. 16,005.

號一廿月八年四十一百九千一英

HONGKONG, FRIDAY, AUGUST 21, 1914

庚申八月廿一號

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### DOOMED TO CRIME.

A Murderer's Soliloquy.

New York, July 21.  
Chippy Robinson, the young American accused of killing four persons, including a police officer who came to arrest him, and whose remarkable defence, as outlined in Tuesday's "Daily Telegraph," (says the New York correspondent of that paper) was that he could not be responsible for his acts because of a "pre-natal influence," put forward into his blood, today released the jury from deciding the complicated psychological problem by severing his jugular vein and dying without further protest.

Robinson's case interested psychologists and physiologists throughout the country because of the pathetic plea by his food mother that he was born at a time when she was absorbed by plans for killing the man who had betrayed and then deserted her, and who was the father of her infant.

Night and day for months before Chippy was born, she pleaded, "I had murder in my mind. I planned and schemed how I could kill the child's father. I ask the jury to consider what chance had such a child with such a legacy of hate and murder in his veins."

Chippy began murdering as a small boy, first fish and blackberries, then cats and dogs, and finally men and women.

During the interval of remorse and repentance his mother said he was a good and affectionate son, and worked to support her until the criminal impulse returned, and then he was unmanageable. The very sight of blood seemed to induce and unbalance his mind.

Today, when the Court at Boston assembled, the Public Prosecutor said that Robinson's case had been removed from their hands, and the prisoner had gone before another tribunal, from whose decision there was no appeal.

Affectionate letters to his mother and wife, the loving sweetheart of his boyhood days, who stuck to me through all the shame into which I plunged her," were found in the dead man's cell.

### GERMAN HARBOUR IN HOLLAND.

A "Private Port" 115 Miles from England.

The granting of a harbour concession by the Dutch Government to the Vulkan Company, a big German firm, was held in the subject of strong comment in Europe and particularly in Great Britain.

This "private" harbour The Times points out, would be available for occupying vessels, and the space ceded to the German company will be large enough to allow for repairing ships and a repairing wharf.

The point at which the harbour was to be built is only about 115 miles distant from the East Anglian coast. It will diminish by more than one half the distance between England and the nearest German port. The Vulkan Company is under the control of the German millionaire Herr Thyssen.

The concession was recognized in shipping circles as holding possibilities for German shipping development; and it was felt that large questions are involved. For instance, if the Vulkan Company established a shipyard at the port, and employed there many thousands of German workers a considerable German influence would be created.

The Hague correspondent of The Times says the concession caused deep concern. Strong comments are made on the granting of the concession while the Chamber is in recess, the Government thus occupying its deliberations.

The *Nieuwe Rotterdamse Courant* says that the Minister responsible promised Parliament that he would introduce legislation to ensure harbours remaining under public control, but after satisfying the Chamber with this promise he did nothing. No sooner, however, had he recess begun than the Thyssen licence is granted.

Le *Standard* adds that the licence was granted under the River, and that the present state of the law gave no power to refuse.

### A MASTER REMEDY.

CHAMBERLAIN'S Colic, Cholera, Diarrhoea Remedy is master over cramp, cold, fever, and all intestinal pains. One dose relieves, a second dose is rarely necessary to effect a cure. For sale by all Chemists and Dispensaries.

## BUSINESS NOTICES.

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Packed specially in Australia for us. Absolutely  
Best Imported. None Better quality made.  
75 cents per lb.

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Hongkong, August 18, 1914. 332

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### TIME TABLE

#### WEEK DAYS.

1.00 a.m. to 8.00 a.m. Every 15 minutes.  
8.00 a.m. to 10.00 a.m. Every 10 minutes.  
10.00 a.m. to 11.00 a.m. Every 15 minutes.  
11.00 a.m. to 12.45 p.m. Every 15 minutes.  
12.45 p.m. to 1.15 p.m. Every 10 minutes.  
1.15 p.m. to 1.45 p.m. Every 10 minutes.  
1.45 p.m. to 2.15 p.m. Every 10 minutes.  
2.15 p.m. to 5.00 p.m. Every 10 minutes.  
5.00 p.m. to 8.10 p.m. Every 10 minutes.

NIGHT CARS.

8.30 p.m. and 9 p.m., 8.30 p.m. to 11.00

p.m. every half hour.

11.00 p.m. to 11.45 p.m. every quarter of

an hour.

#### SUNDAY.

7.45 a.m. to 10.30 a.m. Every 15 minutes.  
10.30 a.m. to 11.00 a.m. Every 10 minutes.  
11.30 a.m. to 12.00 p.m. Every 15 minutes.  
12.00 Noon to 1.00 p.m. Every 10 minutes.  
1.00 p.m. to 5.00 p.m. Every 15 minutes.  
5.00 p.m. to 8.00 p.m. Every 10 minutes.  
8.00 p.m. to 9.00 p.m. Every 15 minutes.  
9.00 p.m. to 8.10 p.m. Every 10 minutes.

NIGHT CARS as on Week Days.

#### SATURDAY.

Extra Car at 12 midnight.

SPECIAL CARS by arrangement at the

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Hongkong, September 4, 1913.

## HOTELS

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NATHAN ROAD,  
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ELECTRIC LIGHT AND FANS.  
BATH-ROOM TO EACH ROOM.

Cold and Hot Water throughout.

PRIVATE AND PUBLIC BARS.

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Private Dining Room.

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TEL. No. K123. Tel. Address: "STATION".

Hongkong, Feb. 3, 1912.

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UNRIVALLED position in the Hill

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Numerous quiet Suites with luxuriously

fitted Bathrooms, Telephone and Electric

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Telephones in Bedrooms and Sitting rooms

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Telephone No. 1123.

Cable Address: "Sachala".

A.B.C. Code 5th Ed.

Hongkong, September 1, 1908.

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European Baths and Sanitary Fittings.

Hot and Cold Water System throughout.

Best of Food and Service.

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### LESSONS IN CHINESE.

MR. LI HON FAN, a Chinese graduate

versed in literature, has been a teacher

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Colony for over ten years.

He has a good method of training Euro-

peans to pass in the Chinese examination, and

is possessed of a first rate certificate as a

Chinese teacher. He has also a good know-

ledge of Mandarin and Hakka.

Those who intend learning the Chinese

language are requested to write care of

Wong Man, office or direct to 37, Holly-

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Hongkong May 17, 1912.

If you have lost your appetite, one of

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## BUSINESS NOTICES.

### HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO  
STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

#### HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG

FRIDAY, 21st AUGUST.

8 A.M. 'HEUNGSHAN' 8 A.M. 'HONAM'

5 P.M. 'KINSHAN' 5 P.M. 'FATSHAN'

#### SATURDAY, 22nd AUG. ST.

8 A.M. 'HONAM' 8 A.M. 'HEUNGSHAN'

5 P.M. 'HEUNGSHAN' 5 P.M. 'KINSHAN'

Single Fare by Night Steamer \$6.00

Return Fare by Night (available also for Return by day Steamer) 10.00

Single Fare by Day Steamer 4.00

Return Fare by Day Steamer 9.00

The attention of the travelling Public is drawn to the comfort afforded by the

Companies' vessels. Passengers arriving by Night Steamers from Canton (depart

Hongkong about 11 p.m.) are permitted to sleep on board till next morning without

extra charge. Electric fans and electric light are available all night.

#### HONGKONG-MACAO LINE.

S.S. 'SUI TAI' S.S. 'TAISHAN'

HONGKONG TO MACAO

Week days at 8 A.M. and 2 P.M. from the Company's Wing Lok Street Wharf.

Sundays, at 9 A.M. and 12.30 P.M. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 A.M. and 2 P.M. Sundays, at 7.30 A.M. and 5 P.M.

#### EXCURSION TO MACAO.

SUNDAY, 23rd AUGUST.

The Company's Steamship "TAISHAN"

will depart from the COMPANY'S WING LOK STREET WHARF at 8 A.M.

and return from Macao at 2 P.M.

N.B.—The Company will also run a steamer from Macao on Sunday morning at

7.30 A.M., and from Hongkong at 12.30 P.M., from the Company's Wing Lok Street

Wharf.

#### FARES AS USUAL.

CANTON-MACAO LINE.

#### S.S. 'HOISANG'

Departures from Macao to Canton: Monday, Wednesday and Friday, at 8 P.M.

Departures from Canton to Macao: Tuesday, Thursday and Saturday at 4.45 P.M.

#### CANTON-WUCHOW LINE.

S.S. 'SAIKAM' 533 Tons, and S.S. 'NANING' 568 Tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday

and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the

day at 8.30 A.M. Round trips take about 5 days. Passengers can return to

Hongkong or vice versa by the Company's direct Steamers "LINTAN" and

"SARUL". These vessels have superior Cabin accommodation, and are lighted

throughout by electricity. Electric fans in each Cabin.

Booking Office open daily (Sunday excepted), 9 A.M. to 5 P.M.

Further particulars may be obtained at the Office of the

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

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Telephones in all rooms. First-class Cuisine, Lounge, Smoking and Ladies' Rooms.

Roof Garden.

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CUISINE UNDER EUROPEAN SUPERVISION.

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Recently Renovated and Refurnished.  
Self-Contained Suites of Apartments with Private  
Bath-rooms attached, Luxuriously Furnished Lounge, Drawing, Reading  
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PERFECT SANITATION.

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### Reliable Disinfectant.

Two table-spoonsful to a gallon of water for washing  
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PER PINT TIN 50 CENTS

PER GALLON TIN \$2.00

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on the market; it fully maintains its high reputa-  
tion in food value and delicacy of flavour, and  
is second to none in any respect whatsoever."  
Medical Magazine, March, 1912

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In Tins and Fancy Boxes

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and intestinal pains quicker than any preparation they can compound. It is not brought from any country. A family will keep up for years, and no home is complete without it. For sale by all Chemists.



# Weismann's

# KIAOCHAU A DISTURBING FACTOR.

LONDON, Aug. 20, 2.55 a.m.  
The Paris *Temps* publishes a Copenhagen dispatch which states that a Zeppelin airship was reported to have passed over Borjerg on the west coast of Denmark, at an altitude of a thousand feet, and was travelling northwards towards Brussels.

A telegram from Paris states that material proof has been found that German soldiers have received instructions to set fire to villages and to shoot non-combatants, women, children and old men who offered any resistance.

The order is said to have been given by the German High Command.

of your hospitalities columns to warn the  
new era of yachts, motor-boats, &c., that  
the whole of the Bay is under which the  
Tramway Co., street trams and bamboo plant  
are within the prohibited anchorage.

Yours faithfully,  
W. L. CARTER  
Hongkong, Aug. 21.

Telegraph."

# KIAOCHAU A DISTURBING FACTOR.

Kiaochow Bay, leased by Germany, was a serious detachement in the Far East as presents as it has been in the past written the *Frankfurter Zeitung*. Of course Kiaochow itself is not a danger, but its masters have made it a disturbing factor. The murder of two German missionaries in 1897 in Shantung province gave Germany a pretext to flit out a fleet of battleships to the Yellow Sea (China) with Prince Heinrich (of married at first) at the head of the expedition. Germany negotiated vigorously with China, with the result that Kiaochow Bay was leased, and railway, mining and other concessions were granted to Germany in the Kingdom of Shantung. Germany has converted Kiaochow into a permanent naval and military base and snugly unswayed herself in the leased territory. In this way Germany rudely disturbed the balance of power in the Far East. Russia followed with similar demands, and absorbed the lower part of Manchuria and Dairen; Great Britain got Kowloon Bay, and France Kuangchow Bay. Thus China was kept pretty busy for a time in parcelling out her territory to clamorous and avaricious claimants. After an intermission of a few years again arose the hungry demand of China for the declaration of non-concession in provinces which the respective Powers regarded as their exclusive spheres of influence, railway and mining concessions and what not. The drama of political intrigue for the time being was played out in the person of the Boxer trouble at Peking which was in a large measure brought about by the insatiable extortions of the Powers.

Thus, it is clear, continues the Osaka journal, that Kiaochaow has proved a source of considerable trouble to China, and that the Far East, in general, in such circumstances, the point of view of Yuen-shih-kuai, who seems to be pleased with the occupation of Kiaochaow by Germany, is one of the standing puzzles in the world. It is not clear, he says, at the war that he broken out in Europe, and she does not seem to be taking any care to prevent the Far East from being dragged into the vortex. The German empire has been engaged in capturing, detaining and chasing merchantmen of neutral countries, while on land Germany has been employing men of a neutral country for the building of defensive works, and she has been sending her warships to the coast of the United States to blockade the same. Even without the existence of a Treaty of Alliance between Japan and England Japan could hardly tolerate such acts on the part of Germany, which are inimical to the peace of the world and to the rights of the neutral nations to commerce. It is the duty of Japan as a naval and military Power in this part of the world, to see that peace is not disturbed in the Pacific. It will not be at all surprising, he says, if Germany should move the source of danger at Kiaochaow at any moment. If Great Britain is undecided on this point Japan should demand of Germany single-handed the disarmament of Kiaochaow and the dismantling of the German forces there. Germany should enforce her demand by what measures she deems fit in the circumstances. Germany was the principal mover in robbing Japan of the fruits of her victory in the Japanese war of the Far East in the way she is doing.

The Tokyo Asahi writes in a similar strain. The war in Europe can no longer be looked upon as a conflagration across a river, remarks our contemporary. The Japanese Government has made a declaration that in the event of a single European power getting into trouble in the East Japan would assist her according to the terms of the Alliance. Strictly speaking, however, such a declaration is superfluous as the Treaty is explicit on the point and the Japanese Government has no real doubt as to when the situation in the East reaches a point that demands Japan's intervention. All impartial observers will agree in thinking that that situation has already arisen and that it would be fully justified in taking action at the present moment. So long as the German squadron remains in Kiaochow Bay ready for fighting the British squadron at Weihai-wei or Hongkong, it is plain that Japan has no alternative but to intervene, pardoned and so it is time for Japan to fulfil her treaty obligations apart from the question of Treaty obligations, of course, there is no need for Japan voluntarily to place the matter before the League of Nations. Sufficient indication,

ever, seems to be a very real possibility. The balance of power in the East. It appears that Germany has violated the neutrality of the Netherlands and that even Dutch independence seems to be threatened. As everybody knows, Holland has wealthy and extensive colonies. It is not clear, though, through the indifferent administration of the mother country only part of these colonies has been developed; there can be no two opinions as to the vast amount of natural wealth that they contain. It is not surprising, since Germany has cast covetous eyes on these colonies and it is quite possible that in the event of a victorious invasion of the Netherlands she is going to annex the Dutch colonies in the East. The establishment of German rule over the Dutch East Indies has been the least a probability that must be resisted by Japan by every means in her power. That Germany's designs lie more in acquiring over-sea possessions than in European expansion is given by Sir Edward Grey in the House of Commons. Japan cannot afford to sit idly and look on the expansion of German influence in the Pacific. For this reason, if for nothing else, there exists the possibility of a Japanese action being a step to the assumption of hostilities by Germany in this part of the world.

The agency column of The Times has the following:—“Chang Sing Po, who sin 6 building along the old—Tuan Jich

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TEL. NO. 135.







# SHIPPING **PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY**

PROPOSED SAILINGS OF MAIL STEAMERS FOR Marseilles & London

Connecting Steamer	From	Leave	Arrive	Connecting Steamer	To	Leave	Arrive
Yokohama	Yokohama	Aug. 20	Aug. 20	Yokohama	Yokohama	Aug. 20	Aug. 20
Yokohama	Yokohama	Aug. 20	Aug. 20	Yokohama	Yokohama	Aug. 20	Aug. 20
Yokohama	Yokohama	Aug. 20	Aug. 20	Yokohama	Yokohama	Aug. 20	Aug. 20
Yokohama	Yokohama	Aug. 20	Aug. 20	Yokohama	Yokohama	Aug. 20	Aug. 20

THE ATTENTION OF PASSENGERS is drawn to the Accelerated Arrival of the Mail Steamers at Marseilles, Plymouth & London. These vessels will now arrive in Marseilles on Friday & London on the following Friday. Arrangements are also being made whereby passengers by the P. & O. Special Train from Marseilles can now arrive in London at 3.25 p.m. on Saturdays.

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of booking.

FARES TO LONDON AND Marseilles

The Fares to London and Marseilles are as follows:

1st SALOON	2nd SALOON	3rd SALOON
Accommodation SINGLE RETURN	Accommodation SINGLE RETURN	Accommodation SINGLE RETURN
£28.00	£14.00	£7.00

IN ADDITION TO THE ABOVE MAIL STEAMERS INTERMEDIATE (Non-Transit) STEAMERS WILL LEAVE FOR LONDON

CARRYING 1st and 2nd SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave	Leave	Leave	Leave	Leave	Leave
Yokohama	Aug. 20	Aug. 20	Aug. 20	Aug. 20	Aug. 20	Aug. 20
Yokohama	Aug. 20	Aug. 20	Aug. 20	Aug. 20	Aug. 20	Aug. 20
Yokohama	Aug. 20	Aug. 20	Aug. 20	Aug. 20	Aug. 20	Aug. 20
Yokohama	Aug. 20	Aug. 20	Aug. 20	Aug. 20	Aug. 20	Aug. 20

These Steamers call also at PORT SWETENHAM, PENANG, and COLOMBO.

FARES TO LONDON

1st SALOON £20 SINGLE £25 RETURN.

2nd SALOON £10 SINGLE £12.50 RETURN.

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1st SALOON £10 SINGLE £12.50 RETURN.

2nd SALOON £5 SINGLE £6.25 RETURN.

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## **NIPPON YUSEN KAISHA** THE JAPAN MAIL STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	SAILING DATES
Marseilles, London	KATORI MARU, Capt. Murai, Tons 27,600	WEDNESDAY, 26th August, at 10 a.m.
ANTWERP, VIA SINGAPORE, MALACCA, PENANG, COLOMBO, SUEZ AND PORT SAID	KAMO MARU, Capt. Shimizu, Tons 16,000	WEDNESDAY, 26th August, at 10 a.m.
VICTORIA, B.C. & SEATTLE	SADO MARU, Capt. Asakawa, Tons 12,500	TUESDAY, 25th August, at 4 p.m.
Yokohama, Kobe, Yokohama, Kobe, Yokohama, Kobe	YOKOHAMA MARU, Capt. Sekino, Tons 12,500	TUESDAY, 25th August, at 4 p.m.
SYDNEY AND MELBOURNE	KUMANO MARU, Capt. Oyama, Tons 9,300	WEDNESDAY, 26th August, at 10 a.m.
DAY ISLAND, TONGA, VILLAGE AND BRISBANE	TANGO MARU, Capt. Sekino, Tons 13,500	WEDNESDAY, 26th August, at 10 a.m.
BOMBAY VIA SINGAPORE AND COLOMBO	KAMAKURA MARU, Capt. Sekino, Tons 12,500	MONDAY, 31st August, at 10 a.m.
Kobe & Yokohama	MISHIMA MARU, Capt. F.L. Sommer, Tons 15,000	THURSDAY, 27th August, at 11 a.m.
SHANGHAI, MOJI, KOBE & YOKOHAMA	KIRIN MARU, Capt. Nakamura, Tons 5,000	WEDNESDAY, 26th August, at 10 a.m.
NAGASAKI, KOBE AND YOKOHAMA	TANGO MARU, Capt. Sekino, Tons 9,000	TUESDAY, 25th August, at 4 p.m.
CALCUTTA VIA SINGAPORE, COLOMBO, PENANG & BANGKOK	CEYLON MARU, Capt. Naguchi, Tons 13,500	WEDNESDAY, 26th August, at 10 a.m.

REDUCED SUMMER RATES BETWEEN HONGKONG AND JAPAN PORTS.

SPECIAL EXCURSION TICKETS (1st & 2nd Class) AVAILABLE FOR 3 MONTHS, COMMENCING 1st JUNE, ENDING 30th SEPTEMBER, 1914.

Yokohama Return	Kobe Return	Moji Return	Nagasaki Return
1st class \$185	\$122	\$108	\$95.
2nd class \$81	\$75	\$65	\$57.

With notation of Rail between Steamer's call, Port in Japan. For further information apply to T. KUBOMOTO, Manager.

# SHIPPING **OSAKA SHOSHEN KAISHA.**

REGULAR SERVICE, PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

THE AMERICAN LINE TO TACOMA AND SEATTLE in connection with THE CHICAGO MILWAUKEE & ST. PAUL RAILWAY VIA KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, AND YOKOHAMA.

S.S. 'SEATTLE MARU' Capt. T. Saito, Thursday, 3rd Sept. at 4 p.m.

S.S. 'MEXICO MARU' Capt. N. Kobayashi, Wednesday, 16th Sept. at 4 p.m.

These Newly-Built Steamers of American Line have fair speed and are fitted with the Wireless Apparatus. Best adapted rooms for carrying Silk, Treasure and Parcels.

FOR BOMBAY VIA SINGAPORE, PORT SWETENHAM, PENANG AND COLOMBO.

S.S. 'SAIGON MARU' Capt. T. Yamaguchi, Wednesday, 26th Aug., a.m.

FOR FOCHOW VIA SWATOW AND AMOY.

S.S. 'KAIWA MARU' Capt. Y. Yamamoto, Wednesday 26th Aug., at 2 p.m.

FOR TAMSUI VIA SWATOW AND AMOY.

S.S. 'DAIWIN MARU' Capt. K. Murakami, Sunday 23rd August, at Noon.

S.S. 'DAIGI MARU' Capt. S. Tokushige, Sunday 30th August, at Noon.

FOR ANPING AND TAKOW VIA SWATOW AND AMOY.

S.S. 'SOSHU MARU' Capt. K. Hattori, Wednesday, 2nd Sept., at 10 a.m.

These Steamers of Coast and Formosa Line have excellent accommodation for first class passengers and are fitted with Electric Light and Fans. These Steamers will arrive at and depart from the Soon Yip Wharf near the Harbour Office.

FOR FURTHER INFORMATION, APPLY TO Y. ASAI, Manager, Second Floor No. 1, Queen's Building.

## **Reduced First Class Fares.**

GREAT NORTHERN STEAMSHIP COMPANY. S.S. 'MINNESOTA', CAPACITY 23,000 Tons, 20,718 Tons Gross Register, Length 330 Feet, Beam 73 Feet.

EQUIPPED WITH WIRELESS TELEGRAPHY. Sails from Hongkong 14th November, 1914. For SEATTLE VIA NAGASAKI, INLAND SEA, KOBE AND YOKOHAMA.

Hongkong, Manila and Shanghai to Seattle or San Francisco	£ 56.
Round Trip Tickets (Good for Six Months)	£ 54.
Nagasaki to Seattle or San Francisco	£ 53.
Round Trip Tickets (Good for Six Months)	£ 51.
Kobe and Yokohama to Seattle or San Francisco	£ 48.10
Round Trip Tickets (Good for Six Months)	£ 46.10
Manila, Hongkong, Shanghai or Japan Ports of Call to London and Return (Six Months)	£ 2109.
Manila, Hongkong, Shanghai or Japan Ports of Call to London and Return (24 Months)	£ 2114.

Reduced rates to all Ports in the United States, Canada, and Europe.

Luxurious Passenger Accommodation—Galleys and State-rooms (all Outside rooms), Music room, Library, Smoking room, Nursery, Laundry, etc.

DIRECT connection at Seattle with Great Northern and Northern Pacific Railways for all points in the United States, Canada and Europe.

Cabin passengers may travel by rail if desired between ports of Yokohama, Kobe and Nagasaki, without extra charge.

Special rates to Missions, and their families.

For full information regarding freight or passage apply to NIPPON YUSEN KAISHA Agents, Prince's Building.

## **NOTICES TO CONSIGNEES**

AMERICAN & MANCHURIAN LINE. NOTICE TO CONSIGNEES.

FROM NEW YORK & SINGAPORE. THE Steamship KENTUCKY.

Captain A. Lee, having arrived from the above Port, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the HONGKONG AND KOWLOON FREEPORT AND GODOWN CO., LTD., at Kowloon and stored at Consignees' risk and expense.

All Broken, Chafed, and Damaged Goods are to be left in the Godowns, where they will be examined on MONDAY, 24th instant, at 10 a.m.

All Claims must be presented within five days after the arrival here after which time they cannot be recognized.

No claims will be admitted after the Goods have been landed with the Godowns, and all Goods remaining undelivered after the 24th instant will be subject to rent.

No Fire Insurance has been effected. Bills of Lading will be countersigned by SHEWAN TOMES & CO. Agents.

Hongkong, August 17, 1914. 923

'SHIRE' LINE OF STEAMERS, LIMITED. NOTICE TO CONSIGNEES.

FROM EUROPE. THE S.S. 'Doh of Airlie' having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed with their risk into the Godowns of the HONGKONG AND KOWLOON FREEPORT AND GODOWN CO., LTD., at Kowloon and stored at Consignees' risk and expense.

All Broken, Chafed and Damaged Packages are to be left in the Godowns, where they will be examined on 24th August at 9.30 a.m. Claims against the steamer must be presented within 1 day of arrival otherwise they will not be recognized.

# HONGKONG AVERAGE MARKET PRICES.

Corrected to Thursday, August 13th, 1914. All 100 cads per Dollar Mexican.

Butcher Meat.

Beef Sirloin & Prime Cut—Mal Long Pa	1b 22
Cornd—Ham Ngau Yek	24
Ross—Shiu	22
Breast—Ngon Lam	18
Soup—Tong Yek	20
Steak—Ngon Yek Pa	22
Sirloin Coton—Ngon Lau	30
Sauces—Ngon Chanou	28
Hulloch's Brains—Know	per set 10
Tongue fresh—Ngon Li	each 50
Cornd—Ham Ngau Li	60
Head—Ngon Tau	1b 15
Heart—Ngon Sum	22
Ham, Salt—Ngon Kia	each 10
Kidney—Ngon Kark	10
Feet—Ngon Yiu	20
Tail—Ngon Moi	1b 13
Liver—Ngon Kon	20
Tripe (undressed)—Ngon To	6
Calves Head & Feet—Ngon-chai-tau-kah	set 81
Mutton Chon—Yong Pui Kwat	1b 25
Leg—Yong Pui	25
Shoulder—Yong Shau	24
Pigs Chittling—Chu Chong	per set 24
Brains—Chu Kow	1b 12
Feet—Chu Kark	17
Fry—Chu Chak	each 10
Heart—Chu Sum	8
Kidney—Chu Yiu	1b 24
Liver—Chu Con	25
Pork Chop—Chu Pui Kwat	27
Let—Chu Pui	27
Fat or Lard—Chu Yek	27
Sheep's Head and Feet—Yong Tau Kark	set 65
Heart—Yong Sum	each 10
Kidney—Yong Yiu	25
Liver—Yong Con	1b 25
Smoking Figs. To Order—Chu Chai	26
Snob. Beef—Sang Ngau Yau	22
Mutton—Sang Yung Yau	24
Vial—Ngon Chai Yek	22
Sauces—Ngon Chai Chong	20

Poultry.

Chicken—Kai Chai	32
Partridge—Kai Chai	30
Pheasant—Kai Chai	30
Quail—Kai Chai	30
Pigeons, Canton—Pak Kip	each 30
Ho-ho-ho—Ho-ho-ho Pak Kip	each 30
Quail—Um Chuan	dozen
Rice Birds—Wo Pa Chouk	dozen
Snipe—Sa Choy	each
Turkeys Cook—Phor Kai Kung	1b 60
Hen—Na	45
Wild Ducks, Shanghai—Shang-hoi Kai Ap	1b 60
Tail—Sui Ap Chai	1b 60
Wild Ducks Canton—Sang-Shing Sa Ap	1b 60

Fish.

Garbel—Ka Yu	1b 17
Bream—Min Yu	13
Canton Fresh Water Fish—Hoi Sin Yu	15
Carp—Li Yu	23
Catfish—Chik Yu	15
Catfish—Mun Yu	17
Crook—Hoi	24
Cuttle Fish—Moi Yu	20
Dah—Sa Man Yu	14
Dace—Wong Mei Lau	16
Dog Fish—Ti To Sa	8
Eels, Conger—Hoi Man	15
Fresh water—Tam Sui Yu	23
Yellow—Wong Sin	28
From—Tien Kai	36
Gatropu—Sek Pan	55
Jadongu—Pak Kip Yu	17
Herring—Tao Pak	24
Halibut—Cheong Kwai Kap	28
Labrus—Wong Pa Yu	25
Loach—Wu Yu	28
Lochetu—Lung He	28
Macarel—Chi Yu	22
Mink Fish—Mong Yu	36
Mullet—Chai Yu	27
Jayek—Ching Ho	24
Parrotfish—Kai Kuo Yu	18
Porch—Tan Lou	25
Pike—Pa Pak Yu	14
Plaice—Pan Yu	14
Pomfret Black—Hak Chong	28
Pomfret White—Pak Chong	30
Prawns—Ming Ha	25
Ray—Pak Pa Yu	10
Rick Fish—Sek Kiu Kung	20
Rosch—Choi Yu	15

# 肉食

Salmon—Ma Yau	1b 33
Shark—Se Yu	8
Snake—Po Yu	10
Shrimps—Ha	34
Snapper—Lap Yu	29
Soles—Tab Sa Yu	25
Tench—Wan Yu	20
Turbot—Choi Yow Yu	18
Turtles, small, fresh water—Sik Yu	84
White Bait—Ngon Yu Tai	—

Fruits.

Almonds—Hanz Yau	1b 30
Apples (California)—Kam San Ping Kow	25
Apples (Chifoo)—Tin Chan Ping Kwo	—
Small—Hoi Tine	—
Custard—Fwo Lai Chi	each
Bananas, fragrant, Ceylon—San Shing	1b 4
Bananas, (Chifoo), Ceylon—San Shing	4
Chateaux, Chifoo—Fong Lub	—
Carambols—Yung To	10
Cocconuts—Yeh Tse	each 12
Lemons, China—Ning Mong	1b 8
America—Kam San Ning Mong	—
Lichies Dried—Lai Chi, small Spots	1b 30
—Fresh	—
Limes (Siquin)—Sai Kung Liao Mong	each 8
Mango, Manila—Lai Seng Mong	—
Mangosteens—San Chuk Tse	doz
Oranges, (Canton)—San Shing Tin Chang	1b 5
Oranges Sweet—Tin Ching	—
Pears, (American)—Kam San Shook Lo	—
—(Canton), Cointing—Sa Lay	10
Peaches—Fa Sang	10
Persimmons Large—Hing Tse	20
Pine-apples, 1st quality—Poon Ti Paw Lawench	18
—2nd	—
—3rd	—
Plum—Lai Chai	1b 8
Plum—Swatow, Hanz Lai	10
Pumpkin, Niam—Chin Lo Yau	each 18
—Shanghai—Lai Kwa	—
Walnuts—Hoi To	1b 15
Green—Sang Hoi To	—
Water Melon—Kam San Sai Kwa	each 5
—(China) Sai Kwa	—
Grapes—Sang Pa Tai Tse	—

Vegetables, &c.

Artichokes, Shanghai—Shang-hoi An	1b 8
Chil Chouk	—
Beans, (French), Macao—Oh Moon Pui Tau	—
—(French), Shanghai—Shung Hoi	—
Pin Tan Nya	—
Asparagus—Ah Choi	6
Long—Yan Kok	8
Root,—Hing Choi Tau	each 8
Reinjala, Green—Ching Yau Ka	6
Red—Hing Kai	6
Cabbage, Chinese, com.—Kai Choi	10
Cabbage Red—Hing Yeh Choi	—
Cabbage, Shanghai—Yeh Choi	15
Cane Shor-z, crunch—Kam Shun	1b 10
Carrot, Large size—Tai Yeh Choi Fa	each
—Medium size—Cheong Yeh Choi Fa	—
Small size—Sai Yeh Choi Fa	—
Carrot—Kam Shun	6
Celery, Chinese—Yong Kiu Choi	12
—Kiu Tai—Yung	—
Chillies Dried—Gen Lai Chai	30
—Red—Hing Far	15
Green—Ching Lai Chai	12
Curry Stuff, English—Ka Lee Chiu Liu	10
Cucumbers—Ching Kwa	8
Bitter Squash—Fu Ka	8
Cauli—Sun Tau	—
Cinger, young—Sui Tse Kung	5
—old—Lo Kung	12
Horse Radish, Shai—Lai Kan	15
Indian Corn—Suk Mai	7
Letuce—Yung Sang Choi	—
Water Chestnuts—Ma Tai	1b 6
Mandarin—Kwai Lam Ma Tai	8
Mushrooms, Fresh—Sang Cho Koo	3
Musk Melon, Amer.—Kam San Hing Kwa	each
Onion	1b 12
Onions, Bombay—Yung Chong Tau	8
Green—Sang Chong	6
Shanghai—Shang-hoi Chong Tau	5
Papaw, Lat qual—Tai Man San Kwo	each
—2nd	—
Parley—Kun Choi	—
Green Peas—Chin Tau	1b
Potato Sweet—Fan Shu	3
Shanghai—Shang-hoi Shu Tai	—
Japan—Yat Poon Shu Tai	—
America—Yi Ki	8
Fochoow—Fook-chow Shu Tai	—
Pumpkin—Yong Kwa	4
Radish—Hing Lo Pak Tai	—
Rhebarb (Fresh)—Tai Wo	—
Sage—Tse So	—
Skillets—Gon Chong Tau	8
Spinach—Yin Choi	5
Tomatoes—Pan Koi	8
Taron—Wu Tai	10
Tarrips, Panti, (Long)—Lo Pak	5
—English—Yung Lo Pak	—
Vegetable Marrow—Chai Kwa	8
—(American)—Kam San Chai Kwa	—
Water Cress—Kai Yung Choi	12
Lily root—Lai Ngon	8
Yam—Tai Shu	8

海味

加魚	1b 17
海魚	13
海魚	15
海魚	23
海魚	15
海魚	17
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海魚	25
海魚	10
海魚	20
海魚	15

The prices necessarily vary from day to day and the Secretary Board has no power to compel stallholders to sell at the prices quoted.

E.



